

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY	Poland
SUBJECT	Muchowiec Airfield

DATE DISTR. 2 OCT 1951

NO. OF PAGES 2

NO. OF ENCLS. 2
(LISTED BELOW) (A), (B)SUPPLEMENT TO
REPORT NO.

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1. Muchowiec Airfield was located about $1\frac{1}{2}$ kilometers southeast of the City of Katowice (50 $1\frac{1}{2}$ N - 19 $02\frac{1}{2}$ E). It covered an area about 2,500 X 2,000 meters and was on level terrain.

2. The field was used by LOT (Polskie Linie Lotnicze) as a transport field serving a factory area nearby. [redacted] two daily flights from Katowice to Warsaw, one daily flight from Katowice to Lodz and one daily flight from Katowice to Poznan. LOT used LI-2 aircraft exclusively at this field. The line carried both passengers and mail. The majority of passengers were managers and high ranking administrative personnel from state factories in Katowice. The fare from Katowice to Warsaw was about 63 zloty, the same price as second class rail ticket. The field was also used by the Katowice aeroklub. Gliders took off and landed on the grass-covered area and were launched by means of a steel cable which wound around a steel drum. The drum revolved very rapidly. To the best of my knowledge, there were no facilities for major repairs at the field. Take-offs were usually east-west, the prevailing wind coming from the west.

3. There were two mechanics at the field who took care of minor repairs and only a few men serviced the aircraft. There were about three persons employed in the weather section and about nine administrative personnel. All of these people wore LOT uniforms.

4. The following points refer to a memory sketch of Muchowiec Airfield, Enclosure (A):

POINT

#1..... Concrete runway, built in 1947 about 1,600 meters long and 40 meters wide. It ran in an east-west direction.

#2..... Concrete taxi strips, about 20 meters wide, leading from the runway to a passenger loading ramp and then to an aircraft parking area.

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ENCLOSURE (A)

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BIELSKO 54 Km →

SKETCH OF MUCHOWIEC AIRFIELD

#5..... Concrete passenger loading ramp about 70 X 50 meters.
 #6..... Concrete aircraft parking ramp about 40 X 50 meters.
 #7..... Elevated area, with administration building and passenger terminal, about eight meters high with steps, sloping sides.
 #8..... Concrete, vehicle parking area, about 30 X 50 meters. Tank trucks were parked here when not used to service aircraft.
 #9..... Main building, about 100 meters long, nine meters wide and four meters high. It was built of brick, covered with gray plaster, with a gabled and tiled roof. It was divided into three parts connected by a covered colonnade walkway.
 #10.... Private quarters occupied by the airfield manager and instructors from the Katowice aeroklub.
 #11.... Terminal section, containing the Polish Airways offices, radio equipment, meteorological office snack bar and rest rooms.
 #12.... Hangar, about 50 X 30 X 12 meters, with sheet metal sides and roof. It was painted black. Windows were about one meter high. The Katowice aeroklub kept two Piper Cubs and two PZL aircraft in the hangar. C-47's were also kept here overnight.
 #13.... Small wood hangar, about 20 X 15 X 4 meters, with a low-pitched, pointed roof, covered with tarpaper. It housed ten Polish and American officers.
 #14.... Airfield road, which joined the Katowice-Bielask main road. Concrete, about six to seven meters wide, the stretch along the airfield proper was in excellent condition and the rest in very poor condition.
 #15.... Garage, about eight meters wide.
 #16.... VHF station, about 300 meters from the western end of the runway. It was housed in a wooden building about 5 X 4 X 4 meters, which ran along the front of the airfield. It was made of brick and faced with a north northwest corner of the field to a point opposite the road to Katowice. The roof was made of corrugated iron and section was about 1.20 meters high, with struts of barbed wire and 20cm apart. At the point opposite the road to Katowice the barbed wire ended and gave way to an ornamental cast iron fence about 1.20 meters high. This fence continued to the right in the small distance, it would seem, to the corner of the field to the extreme northwest corner of the field.
 #17.... Kresowice dirt road, about eight meters wide. It was used for pedestrian traffic and for passage for vehicles in good weather.
 #18.... Katowice concrete road, eight meters wide and capable of supporting all kinds of traffic.
 #19.... Katowice-Bielask cobblestone road about 10 meters wide; in good condition and capable of carrying heavy traffic.
 #20.... Grass-covered area used for glider take-offs and landings.

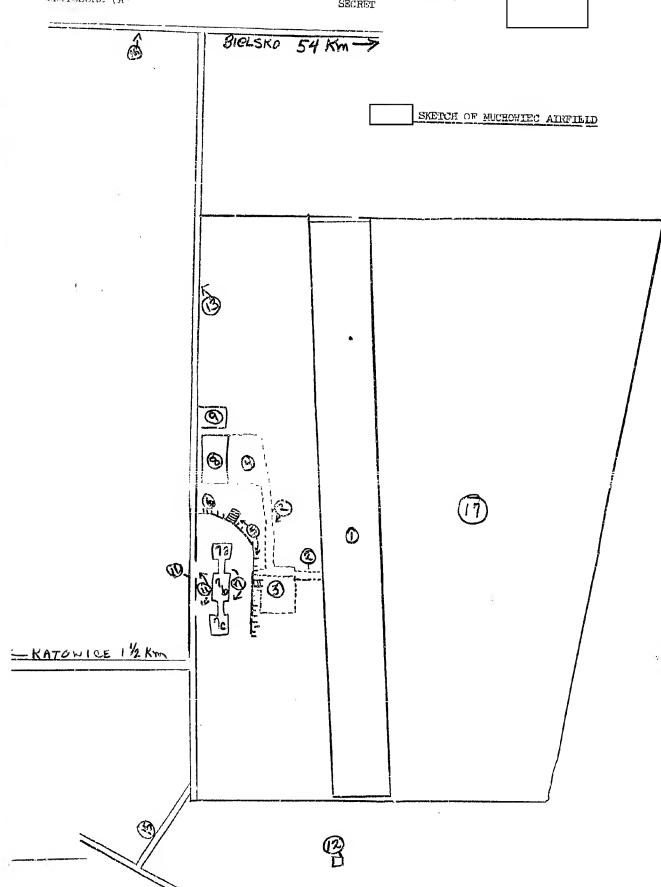
9. The following points refer to an overlay of Muchowice Airfield, (Enclosure (B)).

POINT

#1..... City of Katowice.
 #2..... Katowice-Bielask Highway.
 #3..... Katowice-Bielask Highway.
 #4..... City of Bielask.
 #5..... Muchowice settlement.
 #6..... Airfield.

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ENCLOSURES (A) A memory sketch of Muchowice Airfield
 (B) An overlay of Muchowice Airfield



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ENCLOSURE ()

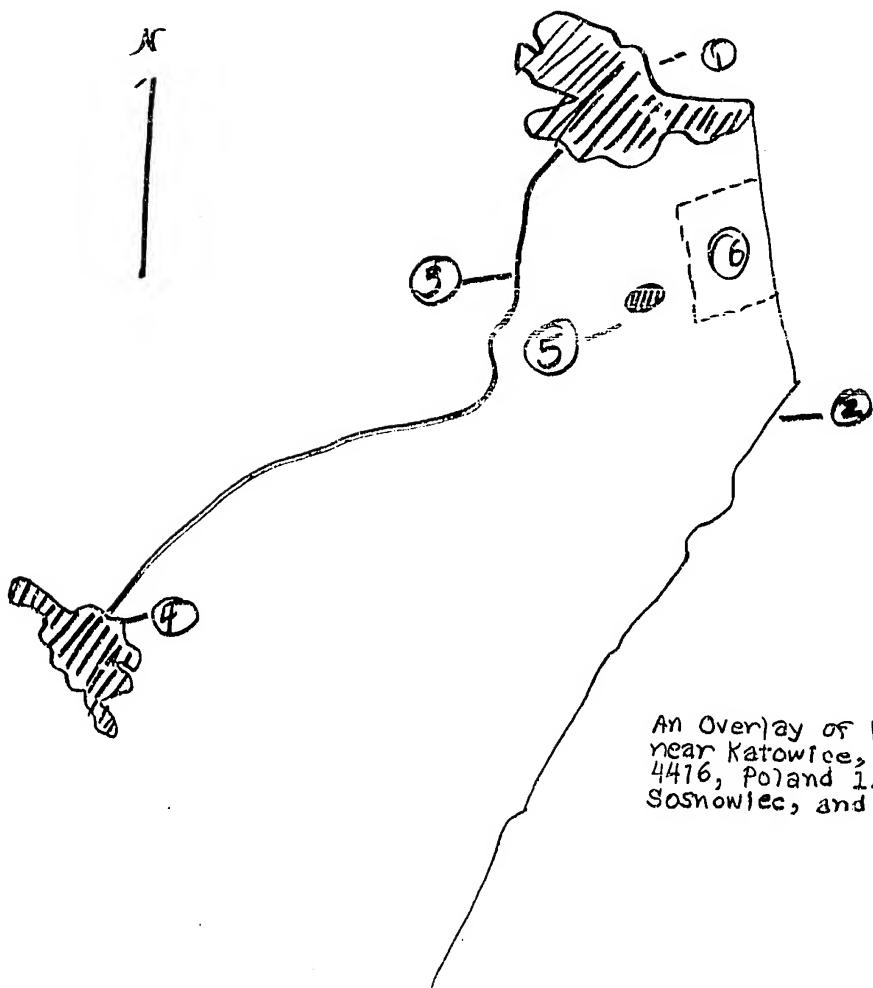
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25X

1900E
5020N



An Overlay of Muchowiec Airfield
near Katowice, Poland G S G S
4416, Poland 1:100,000 sheet S-13
Sosnowiec, and sheet T-23 Rybnik

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